

# **LYNCHBURG REGIONAL AIRPORT**

## **COMMISSION MEMBER UPDATE**

Wednesday, January 20, 2010

### REPORT

#### **LYH AIRLINE PASSENGER TRAFFIC FINISHES 2009 STRONG**

Passenger traffic at Lynchburg Regional Airport experienced a banner year in 2009, with the airport topping 170,000 passengers for the first time in 10 years. Overall, the number of inbound and outbound passengers finished the year with an increase of 57 percent over last year's count of 108,441. That's an average of some 5,000 more passengers per month than last year.

While average leisure fares from Lynchburg declined by 7.5 percent compared to last year this time, they were also down a remarkable 53 percent over two years ago. Currently, Lynchburg's lowest leisure fares to the top 27 most popular destinations average just \$110 each way, and are some 40 percent lower than Lynchburg Regional Airport's closest airport competitor. And with the airlines offering extremely competitive airfares throughout the year, combined with very aggressive marketing and advertising by the airport, Lynchburg Regional Airport has clearly emerged as the airport of choice for savings and convenience by air travelers throughout the region

In other aviation activity at Lynchburg Regional Airport, total aircraft operations (take-offs and landings) experienced their best year on record. General aviation aircraft operations were up by 22 percent for the year to 71,184, while total airport operations increased by 19 percent to 78,371. The record year was primarily attributable to the continued presence of two full-service fixed base operators, combined with impressive growth by Liberty University's School of Aeronautics programs.

With increased aviation activity throughout the year, the airport realized a 6 percent increase in operating revenues in FY 2009, resulting in the airport experiencing its lowest operating deficit since it became an enterprise fund in 1997. The \$295,850 deficit for the fiscal year represented just 12 percent of the airport's total operating budget (down from a high of 31 percent in 2002), with projections that the airport will become fully self-sufficient by FY 2013.

#### **FALWELL AVIATION ACQUIRED BY LIBERTY UNIVERSITY**

I have been formally notified by Dave Young, Dean of the School of Aeronautics, that Liberty University is in the process of acquiring all stock and interest in the Falwell Aviation fixed base operation at Lynchburg Regional Airport. Dave Young will provide more details and answer any questions you may have at next Monday's meeting.

## **CITY COUNCIL REAPPOINTS COMMISSION MEMBERS**

At its December 2009 meeting, Lynchburg City Council reappointed Ms. Janice Crawford and Mr. David Young to another three-year term on the Commission. Council, however, did not appoint a new replacement for outgoing member Billy Giles, who had reached the maximum three-term limit. Nonetheless, since Council failed to name a successor, Mr. Giles was asked, and agreed, to continue to serve until a permanent replacement is selected by Council.

## **NEW ARFF BUILDING CONSTRUCTION ON SCHEDULE**

Work on the airport's new Aircraft Rescue and Fire Fighting (ARFF) building remains on schedule and within budget. The building is now under roof, and much of the brick work has been completed. I'll provide a brief update at next Monday's Commission meeting.

## **PASSENGER TERMINAL ADDRESS CHANGES WITH NEW ROAD NAMES**

With the addition of the new ARFF building and the subsequent Campbell County requirement that the roadway serving the airline passenger terminal be named, the terminal's street address has changed from 4308 Wards Road to **350 Terminal Drive**. Please begin using this address for all mail and correspondence sent to the airport administrative office.

## **ITEMS FOR THE AGENDA**

In addition to a year-end wrap up of airline passenger traffic results, I will provide a general overview of all airport activity for 2009. I will also provide a report on the status of recent renewed interest by Colgan Air in possible LYH service to Washington Dulles, as well as a briefing by Dave Young regarding the pending acquisition of Falwell Aviation by Liberty University, and a report by me to provide an update on the status of the airport's FY 2010 capital improvement program.

If you have any questions or comments about the upcoming Commission meeting, feel free to call me on at (434) 455-6089.

Respectfully yours,

*Mark F. Courtney*

Mark F. Courtney, A.A.E.  
Airport Director

**LYNCHBURG REGIONAL AIRPORT COMMISSION**  
**Monday, January 25, 2010**  
**4:00 p.m.**

**AGENDA FOR THE COMMISSION**

1. Call to Order

**CONSENT AGENDA**

2. November 23, 2009 Commission Meeting Minutes
3. Lynchburg Regional Airport January 2010 Air Service Update
4. December 2009 Passenger Traffic Report

**Consent Agenda Recommended Action:** Receive and File

**REGULAR AGENDA**

5. Report of the Airport Director
  - A. Overview of relevant year-end airport statistics and airline traffic results.
  - B. Recent developments regarding possible airline interest in adding service to a northern connecting hub airport under the U.S. Department of Transportation's Small Community Air Service Development Program (SCASDP) grant.
  - C. Status of completion of the airport's Master Plan Update and ongoing construction of a new Aircraft Rescue and Fire Fighting (ARFF) building
6. A briefing by Commission member Dave Young regarding the pending acquisition of Falwell Aviation (Jet Center) by Liberty University.
7. A report by the airport director regarding changes in the airport's FY 2010 Airport Capital Improvement Plan (ACIP) and the current status of federal and state grant funding.
8. Miscellaneous business
  - A. Inquiries and/or comments by Commission Members
9. Reports of airport businesses
10. Hearings of citizens upon Commission matters
11. Adjournment

**MINUTES OF**  
**THE**  
**LYNCHBURG REGIONAL AIRPORT COMMISSION MEETING**

**November 23, 2009**

**4:00 p.m.**

**PRESENT:**

David Laurrell  
Stewart Hobbs  
David Young  
Kimball Payne  
Jones Stanley  
Janice Crawford  
Billy Giles

**ABSENT:**

Darren Gale  
Don Banker

**STAFF PRESENT:**

Mark Courtney, Airport Director  
Rick Stein, Deputy Airport Director  
Wes Campbell, Airport Finance Director

**(1) CALL TO ORDER:**

Mr. Billy Giles, Vice Chairman, called the meeting to order at 4:00 p.m.

**(2) APPROVAL OF AUGUST 31, 2009 CONSENT AGENDA**

Mr. Giles confirmed that everyone had received the items from the consent agenda; the August 31, 2009 Commission Meeting Minutes, the November 2009 Air Service Update and the October 2009 Passenger Traffic Report and asked if there were any questions or comments regarding the consent agenda items.

There being no questions or comments, Mr. Giles asked for a motion to receive and file. The motion was made, seconded and unanimously accepted by all.

**(3) REPORT OF THE AIRPORT DIRECTOR**

**A. An update on airline passenger activity and traffic results for the year**

Mr. Courtney said we have a lot going on right now. The first order of business is to give an update on airline passenger activity and traffic results. He said we are finishing up a very impressive and successful year. He said between the new lower fares and some additional flights we have received, particularly through the summer, all the way up through October the combination has resulted in a tremendous jump

in our passenger traffic. He said last October we did have new fares in place; so we were already seeing quite a bit of stimulation but non the less we were still up 26% this October over last. He said more significantly we still remain up some 68% from January through October year-to-date. He said we are projecting total passenger count of around 175,000. He said as of November 9<sup>th</sup> the lowest available average fare to our top 23 destinations for US Airways out of Lynchburg was \$191.00 round trip and that compares to Roanoke at \$347.00 round trip. He said also with Delta there are similar savings, they are very close together. He said the fact is not only do we have some competitive fares remaining and continuing but, we also have a price advantage over Roanoke by nearly \$150.00 round trip. He went on to further discuss this issue. There followed a general discussion

**B. A report with regards to the airport's request to the U. S. Department of Transportation to extend the airport's Small Community Air Service Development Program (SCASDP) grant for one year, and most recent efforts to secure service to a northern connecting hub city**

Mr. Courtney said as he announced at the last meeting, the Department of Transportation did extend our Small Community Air Service Development (SCASD) grant for another year, it is good now through September 5, 2010. He said it is for a total of \$405,000 total incentive package of which \$250,000 is the grant from US DOT with the balance being in the form of local match from area companies, the Chamber, etc. as well as the waiving of landing fees, marketing and advertising. He said we have seen some renewed interest by Colgan/Pinnacle in possibly serving Lynchburg. He said it is just preliminary at this point; apparently they have some additional aircraft that will be made available in the Spring. He said they are looking for places to put them and because of the nature of the connecting hub through Dulles we have been trying to get them here even before the grant. He then said the material that he handed out had been put together by the Boyd Group (Michael Boyd has been here before and he is a leading airline and airport analyst and consultant) which did a quick forecast for us to support what the latest projections would be for traffic demand and traffic results to Dulles. He said we are at a point where it is clear that there is not going to be any degradation or any reduction in passenger loads for this airport if we get another airline here. He said at these fare levels it is not a matter of stealing market share from someone else, everybody is going to have to have the load factors that they are generating now or otherwise it won't work. He said our market is that underserved and there is so much stimulation ability or capability that we are seeing for United in particular and the United hub at Dulles that it could generate that many more passengers. He said we are looking at a new net number of passengers at 59,000 which will result from Colgan without any loss of passengers from the other air carriers. He said that is the kind of numbers that the airlines are looking for but, as always, with any airline when looking for new service it is always in flux, it could change at any time, it is always tentative until it happens. He went on to further discuss the issue. An additional discussion ensued.

**C. An update on the status of the airport's Master Plan Update and construction of a new Aircraft Rescue and Fire Fighting (ARFF) building**

Mr. Courtney said the Master Plan Update is still on schedule, we are still looking for final submission of the Airport Layout Plan (ALP) in December. He said as soon as we have at least preliminary approval of that he did want to schedule a time to take it before City Council and the Board of Supervisors. He briefly discussed special use permits etc. with Mr. David Laurrell. He said as far as the Capital Plan for the airport is concerned for 2010, we really only have two projects that are on 2010 and one of those is the North General Aviation development, the Liberty School of Aeronautics facility for Phase 1 site work, a really earth moving portion and the other project for 2010 is going to be replacing the escalators here in the terminal. He said the escalators have really had an increase in the number of breakdowns and they are just reaching the end of their useful life. He said we are hoping that we can keep them running somewhat reliably until we can get the funding or have the grants released. He said we have a total of almost \$1.5 million in Federal Entitlement funds, \$1 million of which is from the current fiscal year and \$476,000 actually is from carry forward from last year. He said the ARFF building, where we received almost \$550,000 in Federal Discretionary funds, actually helped us and that is why we have the extra Entitlement funds. There followed additional discussion.

**D. A report regarding the airport's FY 2010 airport capital improvement plan, and outcome of a recent meeting with FAA Airport's District Office and Virginia Department of Aviation officials concerning development of the northern general aviation master plan site (Liberty University)**

He said that Mr. Dave Young and he met with the FAA and the State two weeks ago and presented the proposed project and wanted the input from both the Federal and the State people as to funding, structure of funding, funding availability, timing, etc., etc. of the Liberty School of Aeronautics project. He said the State is very supportive and very much on board with this project. He said the problem that we seem to have at this point is with the FAA, the Airports District Office Manager, Terry Page, who attended this meeting and discussed with us the eligibility criteria that is contained in the Airport Improvement Program Manual For Eligibility. He said that Mr. Page thought that the way it was structured that it would potentially not be eligible. He said as a matter of fact, at this point he deems it as not being eligible, pending their decision to deem it eligible. He said at the end of the meeting Mr. Page requested that Mr. Courtney send him a letter outlining the reasons why it should be eligible for funding. He went on to further discuss the issue in depth. There ensued a general discussion.

**E. A report and discussion concerning a Campbell County regulation that requires the airport to establish road names and erect signs for certain roads serving the airline passenger terminal**

Mr. Courtney said he received a letter from Cathy Tuck, a GIS Addressing Technician for Campbell County notifying us that as a result of the fact that we have a third structure in the form of the ARFF building that is under construction along the terminal roadway here that we need to come up with a name. He said the Master Planners have already coined that as Terminal Road and then the crossroad there that goes over to Airport Road has to be named. He said we could name the one in between, the one way street could be named a different name and then the connector to Airport Road could be named a separate name or we could combine those two into one name which he would prefer and then we have the other one for the terminal roadway. He said we just submit to her our first choice and a second choice, but he said he was going to submit one choice because he did not think there would be any problem with any other Terminal Road. He said the signs have to be in place before an occupancy permit will be issued for the new ARFF building. He said we have some time here but he just wanted to get some input from the Commission. He said he as well as everyone else tended to be leaning towards Terminal Road or Terminal Drive, something like that for the terminal roadway. It was the consensus of the Commission that the small connector road be named Preston Glenn Road and the terminal roadway be named Terminal Drive.

**(4) A report and discussion by the airport director and city manager regarding the outcome of the November 2009 City Council work session regarding the airport's implementation plan for the formation of an independent airport authority**

Mr. Kim Payne said there was no champion on City Council regarding the airport becoming an authority and there was generally a tepid response. He added but they also did not say stop.

Mr. Courtney said Councilman Garrett did ask for specific acreage numbers and the asset value of the land, the land adjoining with Campbell County and the value of that land, could we sell the land, etc., etc. He said they wanted more details like the book value and the basic value of the land.

Mr. Payne said there was no philosophical opposition but then there were questions regarding airport value and such.

Mr. Courtney ask if it was safe to say at this point that we should probably be taking updates or additional requested information to the Council Work Session. Mr. Payne said yes, when we have something.

**(5) An update by the chairman of the Air Show Committee, Jones Stanley, on the status of preliminary efforts and feasibility of Lynchburg Regional Airport hosting an air show in 2012**

Mr. Jones Stanley said the committee had met twice, maybe three times to decide if we wanted an air show and what size air show. He said they had brought a gentleman in with them, Mr. John Barksdale who is a member of the International Council of Air Shows, and a person with experience as an air boss. He said we have talked to the Blue Angels people in Memphis who control the scheduling for 2012 and they are on board and the schedule is open. He said they have discussed with Lt. Albert and received the package that is necessary for the requirements to have the Blue Angels come. He said these are all preliminaries but the first thing to have to get around is, when can we have it. He said there is a showbox that we have to have and if we could move Route 29 over a couple hundred yards we would be OK, but as it is unless they give a variation from it we may be in a little bit of trouble. He said he did not know how they got around this in 1984.

Mr. Courtney said when it comes to an air show the most critical component initially is that you meet all the requirements for basically a sterile area, no people in essence within the area that the aircraft will be performing. He said it is by category and went on to explain.

Mr. Courtney said the most critical for the potential for the Blue Angels is the air show box for the jet demonstration teams 3000 feet, but apparently you can get by with 2700 feet. He then discussed the length. He went on to further detail, explain and discuss the issue. There followed a general discussion.

**(6) MISCELLANEOUS BUSINESS**

**A. Inquiries and/or comments by Commission Members**

Mr. Giles asked if there were any other inquiries and/or comments by Commission Members. There were none.

Mr. Courtney said he would just like to mention that our acting Chairman today, this is going to be his last meeting; he is going off the Commission since he has served the maximum three term limit imposed by Council. Mr. Courtney said he would be asking him to come back in the January meeting when we schedule that for a resolution and a presentation. He then told Mr. Giles that we would let him know on the date of the January meeting. He then thanked Mr. Giles for all of his help over the years.

**(7) REPORTS OF AIRPORT BUSINESSES**

Mr. Giles asked if there were any reports of airport business.

Mr. Jim Lampman said he had just a couple quick items. He said the Collings Foundation mini air show was a great success. He went on to further discuss. The other item he said is they now have a set of air stairs. He said it sounds small but it is not. He further detailed the issue.

**(8) HEARINGS OF CITIZENS UPON COMMISSION MATTERS**

Mr. Giles asked if there were any questions or comments from the citizens present. There were no questions or comments.

**(9) ADJOURNMENT**

There being no further business, the meeting was adjourned.

# Lynchburg Regional Airport Commission

**Effective January 2010**

**AIR SERVICE UPDATE**

**Summary** The number of daily departure seats is 337 and the daily departure frequency is 7.

| <b>Carrier Profile</b> | <u>Airline</u>   | <u>Destination</u> | <u>Departures</u> | <u>Seats</u> | <u>Equipment</u> |
|------------------------|------------------|--------------------|-------------------|--------------|------------------|
|                        | Delta Connection | Atlanta            | 3                 | 150          | CRJ              |
|                        | US Airways       | Charlotte          | <u>4</u>          | <u>187</u>   | DH3 / DH8        |
| <b>AIRPORT TOTAL:</b>  |                  |                    | <b>7</b>          | <b>337</b>   |                  |

**Delta Connection** Delta's schedule of three flights Monday, Thursday, Friday and Sunday, and two flights Tuesday, Wednesday and Saturday resumed January 7<sup>th</sup>.

**US Airways** No changes to report.

| <b>Destinations Served</b> | <u>Non-Stop</u> | <u>Departures</u> | <u>Total</u> |
|----------------------------|-----------------|-------------------|--------------|
| Atlanta                    |                 | 3                 | 3            |
| Charlotte                  |                 | <u>4</u>          | <u>4</u>     |
|                            |                 | 7                 | 7            |

| <b>Aircraft Types</b> | <u>Aircraft</u>   | <u>No. of Departures/Day</u> |
|-----------------------|-------------------|------------------------------|
| DH8                   | Dash 8            | 1                            |
| DH3                   | Dash 8-300        | 3                            |
| CRJ                   | Bombardier CRJ200 | 3                            |



# LYNCHBURG REGIONAL AIRPORT AIR TRAFFIC REPORT FOR DECEMBER 2009

## AIR TRAFFIC REPORT

|  | MONTH  |        |        | YR TO DATE TOTALS |         | PERCENTAGE CHANGES |                  |                  |  |
|--|--------|--------|--------|-------------------|---------|--------------------|------------------|------------------|--|
|  | Dec-09 | Nov-09 | Dec-08 | 2009              | 2008    | Dec-09<br>Nov-09   | Dec-09<br>Dec-08 | 09 YTD<br>08 YTD |  |
| ENPLANED PASSENGERS                            | 6,689  | 6,988  | 5,995  | 86,051            | 54,866  | -4.3%              | 11.6%            | 56.8%            |  |
| DEPLANED PASSENGERS                            | 5,870  | 6,936  | 5,199  | 84,049            | 53,575  | -15.4%             | 12.9%            | 56.9%            |  |
| TOTAL PASSENGERS                               | 12,559 | 13,924 | 11,194 | 170,100           | 108,441 | -9.8%              | 12.2%            | 56.9%            |  |
| AIRCRAFT OPERATIONS<br>(Landings and Takeoffs) |        |        |        |                   |         |                    |                  |                  |  |
| Air Carrier                                    | 355    | 417    | 417    | 5,439             | 5,957   | -14.9%             | -14.9%           | -8.7%            |  |
| General Aviation                               | 4,506  | 4,969  | 3,185  | 71,184            | 58,422  | -9.3%              | 41.5%            | 21.8%            |  |
| Military                                       | 140    | 71     | 145    | 1,748             | 1,388   | 97.2%              | -3.4%            | 25.9%            |  |
| Total  | 5,001  | 5,457  | 3,747  | 78,371            | 65,767  | -8.4%              | 33.5%            | 19.2%            |  |

## AIR TRAFFIC REPORT

| AIR TRAFFIC REPORT                |  |  |  | MONTH  |        | YEAR TO DATE TOTALS |       | CHANGES |                  |                  |                  |
|-----------------------------------|--|--|--|--------|--------|---------------------|-------|---------|------------------|------------------|------------------|
|                                   |  |  |  | Dec-09 | Nov-09 | Dec-08              | 2009  | 2008    | Dec-09<br>Nov-09 | Dec-09<br>Dec-08 | 09 YTD<br>08 YTD |
| NUMBER OF DAILY SCHEDULED FLIGHTS |  |  |  |        |        |                     |       |         |                  |                  |                  |
| US Airways Express - Piedmont     |  |  |  | 4      | 4      | 4                   |       |         | 0.0%             | 0.0%             |                  |
| US Airways Express - PSA          |  |  |  | 0      | 0      | 0                   |       |         |                  |                  |                  |
| ACA - United Express              |  |  |  | 0      | 0      | 0                   |       |         |                  |                  |                  |
| ASA - Delta Connection            |  |  |  | 3      | 3      | 2                   |       |         | 0.0%             | 50.0%            |                  |
| Allegheny                         |  |  |  | 0      | 0      | 0                   |       |         |                  |                  |                  |
| Shuttle America                   |  |  |  | 0      | 0      | 0                   |       |         |                  |                  |                  |
| Air Midwest                       |  |  |  | 0      | 0      | 0                   |       |         |                  |                  |                  |
| Total                             |  |  |  | 7      | 7      | 6                   |       |         | 0.0%             | 16.7%            |                  |
| NUMBER OF ACTUAL FLIGHTS          |  |  |  |        |        |                     |       |         |                  |                  |                  |
| US Airways Express - Piedmont     |  |  |  | 112    | 111    | 117                 | 1,598 | 1,369   | 0.9%             | -4.3%            | 16.7%            |
| US Airways Express - PSA          |  |  |  | 0      | 0      | 0                   | -     | -       |                  |                  |                  |
| ACA - United Express              |  |  |  | 0      | 0      | 0                   | -     | -       |                  |                  |                  |
| ASA - Delta Connection            |  |  |  | 65     | 75     | 49                  | 864   | 615     | -13.3%           | 32.7%            | 40.5%            |
| Allegheny                         |  |  |  | 0      | 0      | 0                   | -     | -       |                  |                  |                  |
| Shuttle America                   |  |  |  | 0      | 0      | 0                   | -     | -       |                  |                  |                  |
| Air Midwest                       |  |  |  | 0      | 0      | 0                   | -     | -       |                  |                  |                  |
| Total                             |  |  |  | 177    | 186    | 166                 | 2,462 | 1,984   | -4.8%            | 6.6%             | 24.1%            |
| NUMBER OF CANCELLED FLIGHTS       |  |  |  |        |        |                     |       |         |                  |                  |                  |
| US Airways Express - Piedmont     |  |  |  | 8      | 3      | 4                   | 41    | 37      | 5                | 4                | 4                |
| US Airways Express - PSA          |  |  |  | 0      | 0      | 0                   | -     | -       | 0                | 0                | 0                |
| ACA - United Express              |  |  |  | 0      | 0      | 0                   | -     | -       | 0                | 0                | 0                |
| ASA - Delta Connection            |  |  |  | 3      | 0      | 0                   | 16    | 14      | 3                | 3                | 2                |
| Allegheny                         |  |  |  | 0      | 0      | 0                   | -     | -       | 0                | 0                | 0                |
| Shuttle America                   |  |  |  | 0      | 0      | 0                   | -     | -       | 0                | 0                | 0                |
| Air Midwest                       |  |  |  | 0      | 0      | 0                   | -     | -       | 0                | 0                | 0                |
| Total                             |  |  |  | 11     | 3      | 4                   | 57    | 51      | 8                | 7                | 6                |

# LYNCHBURG REGIONAL AIRPORT AIR TRAFFIC REPORT FOR DECEMBER 2009

| AIR TRAFFIC REPORT              |        |        |                     |         |                    |        |        |                          |        |        |  |
|---------------------------------|--------|--------|---------------------|---------|--------------------|--------|--------|--------------------------|--------|--------|--|
| MONTH                           |        |        | YEAR TO DATE TOTALS |         | PERCENTAGE CHANGES |        |        | PERCENT OF AIRPORT TOTAL |        |        |  |
| Revenue Passengers Only         |        |        |                     |         | Dec-09             | Dec-09 | 09 YTD | Dec-09                   | Nov-09 | Dec-08 |  |
| Dec-09                          |        |        | Nov-09              | Dec-08  | 2009               | 2008   | Nov-09 | Dec-08                   | 08 YTD | Dec-09 |  |
| ENPLANED PASSENGERS             |        |        |                     |         |                    |        |        |                          |        |        |  |
| US Airways Express - Piedmont   | 4,004  | 3,925  | 3,944               | 50,977  | 33,818             | 2.0%   | 1.5%   | 59.9%                    | 56.2%  | 65.8%  |  |
| US Airways Express - PSA        | 0      | 0      | 0                   |         |                    | 0.0%   | 0.0%   | 0.0%                     | 0.0%   | 0.0%   |  |
| ACA - United Express            | 0      | 0      | 0                   |         |                    | 0.0%   | 0.0%   | 0.0%                     | 0.0%   | 0.0%   |  |
| ASA - Delta Connection          | 2,685  | 3,063  | 2,051               | 35,074  | 21,048             | -12.3% | 30.9%  | 40.1%                    | 43.8%  | 34.2%  |  |
| Allegheny                       | 0      | 0      | 0                   |         |                    | 0.0%   | 0.0%   | 0.0%                     | 0.0%   | 0.0%   |  |
| Shuttle America                 | 0      | 0      | 0                   |         |                    | 0.0%   | 0.0%   | 0.0%                     | 0.0%   | 0.0%   |  |
| Air Midwest                     | 0      | 0      | 0                   |         |                    | 0.0%   | 0.0%   | 0.0%                     | 0.0%   | 0.0%   |  |
| Charter                         | 0      | 0      | 0                   |         |                    | 0.0%   | 0.0%   | 0.0%                     | 0.0%   | 0.0%   |  |
| Total                           | 6,689  | 6,988  | 5,995               | 86,051  | 54,866             | -4.3%  | 11.6%  | 100.0%                   | 100.0% | 100.0% |  |
| DEPLANED PASSENGERS             |        |        |                     |         |                    |        |        |                          |        |        |  |
| US Airways Express - Piedmont   | 3,505  | 3,984  | 3,388               | 50,335  | 32,622             | -12.0% | 3.5%   | 59.7%                    | 57.4%  | 65.2%  |  |
| US Airways Express - PSA        | 0      | 0      | 0                   |         |                    | 0.0%   | 0.0%   | 0.0%                     | 0.0%   | 0.0%   |  |
| ACA - United Express            | 0      | 0      | 0                   |         |                    | 0.0%   | 0.0%   | 0.0%                     | 0.0%   | 0.0%   |  |
| ASA - Delta Connection          | 2,365  | 2,952  | 1,811               | 33,714  | 20,953             | -19.9% | 30.6%  | 40.3%                    | 42.6%  | 34.8%  |  |
| Allegheny                       | 0      | 0      | 0                   |         |                    | 0.0%   | 0.0%   | 0.0%                     | 0.0%   | 0.0%   |  |
| Shuttle America                 | 0      | 0      | 0                   |         |                    | 0.0%   | 0.0%   | 0.0%                     | 0.0%   | 0.0%   |  |
| Air Midwest                     | 0      | 0      | 0                   |         |                    | 0.0%   | 0.0%   | 0.0%                     | 0.0%   | 0.0%   |  |
| Colgan Air                      | 0      | 0      | 0                   |         |                    | 0.0%   | 0.0%   | 0.0%                     | 0.0%   | 0.0%   |  |
| Charter                         | 0      | 0      | 0                   |         |                    | 0.0%   | 0.0%   | 0.0%                     | 0.0%   | 0.0%   |  |
| Total                           | 5,870  | 6,936  | 5,199               | 84,049  | 53,575             | -15.4% | 12.9%  | 100.0%                   | 100.0% | 100.0% |  |
| TOTAL PASSENGERS                |        |        |                     |         |                    |        |        |                          |        |        |  |
| US Airways Express - Piedmont   | 7,509  | 7,909  | 7,332               | 101,312 | 66,440             | -5.1%  | 2.4%   | 59.8%                    | 56.8%  | 65.5%  |  |
| US Airways Express - PSA        | -      | -      | -                   |         |                    | 0.0%   | 0.0%   | 0.0%                     | 0.0%   | 0.0%   |  |
| ACA - United Express            | -      | -      | -                   |         |                    | 0.0%   | 0.0%   | 0.0%                     | 0.0%   | 0.0%   |  |
| ASA - Delta Connection          | 5,050  | 6,015  | 3,862               | 68,788  | 42,001             | -16.0% | 30.8%  | 40.2%                    | 43.2%  | 34.5%  |  |
| Allegheny                       | -      | -      | -                   |         |                    | 0.0%   | 0.0%   | 0.0%                     | 0.0%   | 0.0%   |  |
| Shuttle America                 | -      | -      | -                   |         |                    | 0.0%   | 0.0%   | 0.0%                     | 0.0%   | 0.0%   |  |
| Air Midwest                     | -      | -      | -                   |         |                    | 0.0%   | 0.0%   | 0.0%                     | 0.0%   | 0.0%   |  |
| Colgan Air                      | 0      | -      | -                   |         |                    | 0.0%   | 0.0%   | 0.0%                     | 0.0%   | 0.0%   |  |
| Charter                         | -      | -      | -                   |         |                    | 0.0%   | 0.0%   | 0.0%                     | 0.0%   | 0.0%   |  |
| Total                           | 12,559 | 13,924 | 11,194              | 170,100 | 108,441            | -9.8%  | 12.2%  | 100.0%                   | 100.0% | 100.0% |  |
| AIR TRAFFIC REPORT              |        |        |                     |         |                    |        |        |                          |        |        |  |
| NON-REVENUE PASSENGERS ONLY     |        |        |                     |         |                    |        |        |                          |        |        |  |
| MONTH                           |        |        | YEAR TO DATE TOTALS |         | PERCENTAGE CHANGES |        |        | PERCENT OF AIRPORT TOTAL |        |        |  |
| Dec-09                          |        |        | Nov-09              | Dec-08  | 2009               | 2008   | Dec-09 | Dec-09                   | 09 YTD | Dec-09 |  |
| ENPLANED NON-REVENUE PASSENGERS |        |        |                     |         |                    |        |        |                          |        |        |  |
| US Airways Express - Piedmont   | 82     | 98     | 120                 | 1,412   | 1,852              | -16.3% | -31.7% | 59.4%                    | 53.8%  | 69.8%  |  |
| US Airways Express - PSA        | 0      | 0      | 0                   |         |                    | 0.0%   | 0.0%   | 0.0%                     | 0.0%   | 0.0%   |  |
| ACA - United Express            | 0      | 0      | 0                   |         |                    | 0.0%   | 0.0%   | 0.0%                     | 0.0%   | 0.0%   |  |
| ASA - Delta Connection          | 56     | 84     | 52                  | 1,004   | 879                | -33.3% | 7.7%   | 40.6%                    | 46.2%  | 30.2%  |  |
| Allegheny                       | 0      | 0      | 0                   |         |                    | 0.0%   | 0.0%   | 0.0%                     | 0.0%   | 0.0%   |  |
| Shuttle America                 | 0      | 0      | 0                   |         |                    | 0.0%   | 0.0%   | 0.0%                     | 0.0%   | 0.0%   |  |
| Air Midwest                     | 0      | 0      | 0                   |         |                    | 0.0%   | 0.0%   | 0.0%                     | 0.0%   | 0.0%   |  |
| Total                           | 138    | 182    | 172                 | 2,416   | 2,731              | -24.2% | -19.8% | 100.0%                   | 100.0% | 100.0% |  |

# LYNCHBURG REGIONAL AIRPORT AIR TRAFFIC REPORT FOR DECEMBER 2009

## AIR TRAFFIC REPORT NON-REVENUE PASSENGERS ONLY

|                                 | MONTH  |        |        | YEAR TO DATE TOTALS |       | PERCENTAGE CHANGES |                  |                  | PERCENT OF AIRPORT TOTAL |        |        |
|---------------------------------|--------|--------|--------|---------------------|-------|--------------------|------------------|------------------|--------------------------|--------|--------|
|                                 | Dec-09 | Nov-09 | Dec-08 | 2009                | 2008  | Dec-09<br>Nov-09   | Dec-09<br>Dec-08 | 09 YTD<br>08 YTD | Dec-09                   | Nov-09 | Dec-08 |
| DEPLANED NON-REVENUE PASSENGERS |        |        |        |                     |       |                    |                  |                  |                          |        |        |
| USAirways Express - Piedmont    | 82     | 84     | 95     | 1,312               | 1,723 | -2.4%              | -13.7%           | -23.9%           | 58.6%                    | 53.2%  | 72.5%  |
| USAirways Express - PSA         | 0      | 0      | 0      |                     |       |                    |                  |                  | 0.0%                     | 0.0%   | 0.0%   |
| ACA - United Express            | 0      | 0      | 0      |                     |       |                    |                  |                  | 0.0%                     | 0.0%   | 0.0%   |
| ASA - Delta Connection          | 58     | 74     | 36     | 910                 | 717   | -21.6%             | 61.1%            | 26.9%            | 41.4%                    | 46.8%  | 27.5%  |
| Allegheny                       | 0      | 0      | 0      |                     |       |                    |                  |                  | 0.0%                     | 0.0%   | 0.0%   |
| Shuttle America                 | 0      | 0      | 0      |                     |       |                    |                  |                  | 0.0%                     | 0.0%   | 0.0%   |
| Air Midwest                     | 0      | 0      | 0      |                     |       |                    |                  |                  | 0.0%                     | 0.0%   | 0.0%   |
| Total                           | 140    | 158    | 131    | 2,222               | 2,440 | -11.4%             | 6.9%             | -8.9%            | 100.0%                   | 100.0% | 100.0% |
| TOTAL NON-REVENUE PASSENGERS    |        |        |        |                     |       |                    |                  |                  |                          |        |        |
| USAirways Express - Piedmont    | 164    | 182    | 215    | 2,724               | 3,575 | -9.9%              | -23.7%           | -23.8%           | 59.0%                    | 53.5%  | 71.0%  |
| USAirways Express - PSA         | -      | -      | -      |                     |       |                    |                  |                  | 0.0%                     | 0.0%   | 0.0%   |
| ACA - United Express            | -      | -      | -      |                     |       |                    |                  |                  | 0.0%                     | 0.0%   | 0.0%   |
| ASA - Delta Connection          | 114    | 158    | 88     | 1,914               | 1,596 | -27.8%             | 29.5%            | 19.9%            | 41.0%                    | 46.5%  | 29.0%  |
| Allegheny                       | -      | -      | -      |                     |       |                    |                  |                  | 0.0%                     | 0.0%   | 0.0%   |
| Shuttle America                 | -      | -      | -      |                     |       |                    |                  |                  | 0.0%                     | 0.0%   | 0.0%   |
| Air Midwest                     | -      | -      | -      |                     |       |                    |                  |                  | 0.0%                     | 0.0%   | 0.0%   |
| Total                           | 278    | 340    | 303    | 4,638               | 5,171 | -18.2%             | -8.3%            | -10.3%           | 100.0%                   | 100.0% | 100.0% |